Approved For Release 2004/05/13 : CIA-RDP89B00980R000300070134-7

CLASSIFIED MESSAGE

SECRET

DATE ØØØ2Z 19 SEP 62

ROUTING

1	CIDD	4	ADOSA
2	TAES	5	KB
3	DDR	6	

PRIORITY

CE 19 J

PRIORITY

TO : DIRECTOR

25X1 FROM : [redacted]

ACTION: OSA (1-2-3-4-5-6-7-8-9-1Ø)

INFO : S/C (11)

Xref CE 23 B

25X1

TOR: Ø1ØØZ 19 SEP 62

IN 49126

25X1 TO [redacted] INFO CITE [redacted]

25X1 [redacted]

NO NITE ACTION

25X1 REF [redacted]

Lot of ME 11/4 std 9/4 c/o comp 9/14 ready at

1. J-58 NUMBER 2Ø3 WAS INSTALLED IN NUMBER 1 ACFT IN AUGUST AND ENGINE RUNS MADE DURING FIRST TWO WEEKS OF SEP POINTING TOWARD ONE OR MORE FLIGHTS BEFORE THE SEP 15-22 "WILLIAM TELL" SHUTDOWN. HOWEVER, AS WAS EXPECTED, THE PROGRAM WAS PLAGUED WITH A MYRIAD OF PROBLEMS SUCH AS LEAKING AFTERBURNER PLUMBING, LEAKING FUEL SYSTEM, SEVERAL OIL LEAKS, NOZZLE INSTABILITY,... STARTER CART FAILURES, ETC. HOWEVER, BY THE EVENING OF 13 SEP, THE J-58 WAS RUNNING SATISFACTORILY, BUT WHEN THE J-75 WAS FIRED UP TO START TAXI TESTS THE ALTERNATOR SPRUNG A MAJOR OIL LEAK WHICH REQUIRED IMMEDIATE SHUTDOWN. THE TIME REQUIRED TO PULL THE J-75 ENGINE NEGATED ANY POSSIBILITY OF TAXIING OR FLYING WITH ENGINE 2Ø3. ACCORDINGLY, 2Ø3 WAS PULLED AND WORK STARTED TO INSTALL NUMBER 2Ø2.

No

one nuisance

No

No

RLC 9/19

No - back on stand for REC leak ck..

2. NUMBER 2Ø2 IS STILL ON THE TEST STAND DUE TO SOME STILL UNSOLVED

GROUP 1
EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

SECRET

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25X1 [redacted] (IN 49126) S E C R E T PAGE TWO

PROBLEMS OF FUEL FLOW INSTABILITY AND NOZZLE INSTABILITY. IN ADDITIO THE ENGINE BLEW OUT A SECTION OF THE AFTERBURNER SLIDING SEAL. THE FIRST TIME THIS HAS EVER HAPPENED. P&W ARE TODAY CHANGING AFTERBURNE BETWEEN 202 AND 203 IN ORDER TO KEEP GOING. IF ALL GOES WELL FROM HERE ON OUT THE AIRCRAFT SHOULD BE TAXIING BY FRIDAY AND FLYING BY MONDAY 24 SEP 62.

3. THE LATEST ESTIMATED FLIGHT DATE FOR NUMBER 3 IS 2 OCTOBER 196 THIS IS DUE PRIMARILY TO THE FACT THAT THE HYDRAULIC SYSTEM WAS NOT COMPLETED WHEN AIRCRAFT WAS SHIPPED TO [redacted] AND J-75 ENGINES ARE INSTALLED YET. THE HYDRAULIC SYSTEM MUST STILL BE COMPLETED AND FACT CHECK-OUTS MADE BEFORE TAXI TESTS CAN START.

25X1

4. THE STARTER SITUATION IS STILL CRITICAL WITH VERY LITTLE CAPABILITY HERE AT THE MOMENT. ACTION HAS BEEN INITIATED TO MODIFY EXISTING THREE 105 CARTS AS SUGGESTED BY AIRESEARCH, - Just kits HOWEVER, SINCE IT TAKES 2 TO 3 CARTS TO START J-58 WITH P&W AIR TURBINE STATTER THIS GIVES US NO CAPABILITY AT TEST STAND WHEN WE'RE STARTING AIRCRAFT AND VICE VERSA PLUS NO BACK-UP. THE HAM-STD SUPERCHARGER CART MAY ALLEVIATE THIS BUT WE CANNOT CHECK IT OUT BEFORE THE END OF THE WEEK. MORE WILL FOLLOW ON STARTER PROBLEM AND SUGGESTED SOLUTIONS.

END OF MESSAGE

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